

Entertainments.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAWACHI MARU.....	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	To-morrow, 3rd Nov., at Noon.
INABA MARU.....	YOKOHAMA (DIRECT)	Friday, 10th Nov., at 4 P.M.
*INDUMI MARU.....	VICTORIA, B.C. and SEATTLE, U.S.A., via KOBE & YOKOHAMA	Thursday, 16th Nov., at 4 P.M.
BINGO MARU.....	MARSEILLES, LONDON & ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID	Friday, 17th Nov., at Noon.
KOSHI MARU.....	VLADIVOSTOK, via SWATOW, AMOY, SHANGHAI, WEI-HAI-WEI, CHEFOO, CHENGSHU & NAGASAKI	Thursday, 23rd Nov., at Noon.
KASUGA MARU.....	MANILA, THURSDAY ISLAND, TOWNVILLE, BRISBANE, SYDNEY and MELBOURNE	Friday, 24th Nov., at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 1st November, 1899.

PHOTOGRAPHIC

PLATES, PAPERS, FILMS, CHEMICALS, KODAKS, CAMERAS,

Etc., &c., &c.

Coast Port Orders Executed.

ACHEE & CO.,

FURNITURE STORE, 17, QUEEN'S ROAD, HONGKONG.

"CLAYMORE."

FINE OLD SCOTCH WHISKY.

SOLE AGENTS:

THE VICTORIA DISPENSARY, HONGKONG.

1247a]

Dr. KNORR'S
ANTIPYRINEDr. OVERLACH'S
MIGRAININE

patented

"LION BRAND"
In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.

FEVER, RHEUMATISM AND NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

ARGONIN.

(Registered Trade Mark.)

SOLUBLE CASEIN-SILVER PREPARATION.
Used in Gonorrhoea in 1 to 2 per cent. solutions possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.

It is requested that the directions on the boxes for making solutions shall be implicitly followed.

"LION BRAND"
(ANTIPYRINE CAFFEINE-CITRATE.)

(1) Excellent results in the severest cases of *migraine*, as well as in *headache arising from alcoholic, nicotine and morphia poisoning, neurasthenia, influenza, grippe, &c.*

(2) The *acid antipyrine*, even in threatened collapse, because the caffeine of Migrainine acts simultaneously as an *analeptic*.

Use only DR. OVERLACH'S MIGRAININE, "Lion Brand," and always prescribe "MIGRAININE HOECHST."

The best medium dose for adults is 17 grains, given once or twice daily in powder or in solution.

Sole Manufacturers: FRIEDRICH WERKE VORM. MEISTER, LUCIUS & BRUNING, HOECHST O. M.

Literature of the above preparations supplied gratis at request of medical men.

CHINA EXPORT, IMPORT & BANK CO.,

SOLE AGENTS FOR CHINA.

BEWARE OF SPURIOUS IMITATIONS.

[34]

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office: TOKIO.

Branch Offices:—

LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENSIN, NEWCHANG and all Ports in JAPAN.

Agents:—

Milki Coal Mines.

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No. 1, Ohtsuki Coal Mines.

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The Osaka Shosen Kaisha, Ltd.

Tokio Marine Insurance Co., Limited.

Meiji Fire Insurance Co., Limited.

KUHN & KOMOR.

JAPANESE FINE ART CURIOS,

21 & 23, QUEEN'S ROAD, HONGKONG,

35, WATER STREET, YOKOHAMA

and

36, DIVISION STREET, KORE.

Hongkong, 15th March, 1898.

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CARBOLINEUM-AVENARIUS

USED FOR OVER 20 YEARS.

(With the Utmost Success.)

Thoroughly reliable preservative for Wood, Stone and against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China,

LUTGENS, EINSMANN & CO.

Hongkong, 11th September, 1896.

[19]

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER

SMITHS, and OPTICIANS.

CHARTS and BOOKS.

NAUTICAL INSTRUMENTS.

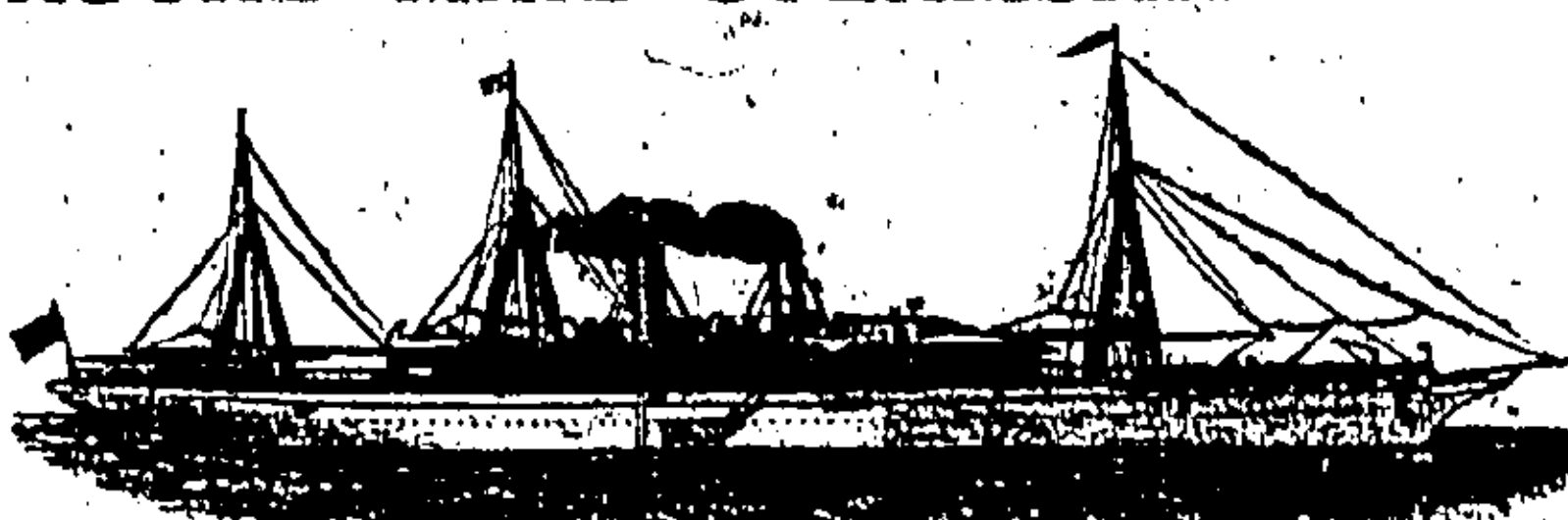
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.

Nos. 54 & 56, Queen's Road Central. [40]

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

1899.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPERESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 22nd Nov., 1899.

EMPERESS OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 20th Dec., 1899.

EMPERESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 17th Jan., 1900.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific Journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pender's Street.

Hongkong, 25th October, 1899. [3]

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 14th Nov., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 9th Dec., at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Wednesday, 3rd Jan., 1900, at Noon.

THE Steamship

"AMERICA MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, ON TUESDAY, the 14th November, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

Hongkong, 19th October, 1899. [1310]

SAILING VESSEL.

FOR PHILADELPHIA AND NEW YORK.

THE 313 A.I.I. American Ship

"ST. MARK,"

Dudley, Master, shortly expected from MANILA will load here for the above Ports and will have quick despatch.

For Freight, apply to

ARNHOLD, KARBERG & CO.

Hongkong, 20th September, 1899. [1198a]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL

LERS AND WATCHMAKERS.

Sole Agents in the East for the amalgamated CLEMENT, HUMBER and CLADATOR CO., Ltd., DUNLOP TYRES'S BICYCLES—PRICE, \$16.

A special reliable Watch made for this Climate.

Quality A.....\$12

Quality B.....\$16

40, QUEEN'S ROAD,

Watson's Building.

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NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG. PORTS IN THE LEVANT.

BLACK SEA AND BALTIC PORTS:

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON

TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Bayern.....Wednesday 18th Nov.

König Albert.....Wednesday 13th Dec.

Prinz Heinrich.....Wednesday 27th Dec.

Preussen.....Wednesday 10th Jan.

Karlsruhe.....Wednesday 24th Jan.

Sachsen.....Wednesday 7th Feb.

Oldenburg.....Wednesday 21st Feb.

Bayern.....Wednesday 7th March.

Südgera.....Wednesday 21st March.

König Albert.....Wednesday 4th April.

Prinz Heinrich.....Wednesday 18th April.

Preussen.....Wednesday 16th May.

Hamburg.....Wednesday 30th May.

ON WEDNESDAY, the 8th day of Nov., 1899, at 9 A.M., the Company's Steamship "DAVERN," Captain E. Prehn, with

MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 6th November. Cargo and Specie will be received on board until 5 P.M. on TUESDAY, the 7th November, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 7th November. Contents of Packages are required. No Parcel Receipts will be signed for less than 32.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linens can be washed on board.

For further Particulars, apply to

MELCHERS & CO., Agents.

Hongkong, 13th October, 1899. [1293a]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"CHUSAN,"

Captain E. Street, carrying Her Majesty's Mails, will be despatched from this Port for BOMBAY, &c., on SATURDAY, the 11th November, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 30th October, 1899. [5]

Mails.

NORDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

HAMBURG-AMERIKA LINE.

(East Asiatic Service.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passage.
*SIBIRIA.....	HAVRE and HAMBURG.	18th November.	Freight and Passage.
Braun.....	(LONDON with transshipment in HAMBURG)	19th November.	Freight.
SUEVIA.....	MARSEILLES, HAVRE & HAMBURG.	19th November.	Freight.
Förck.....	(LONDON with transshipment in HAMBURG)	About 28th November.	Freight.
BAMBERG.....	HAVRE and HAMBURG.	About 28th November.	Freight.
Mayer.....	(LONDON with transshipment in HAMBURG)	About 28th November.	Freight and Passage.
*KONIGSBERG.....	HAVRE and HAMBURG.	About 10th December.	Freight.
Christiansen.....	(LONDON with transshipment in HAMBURG)	About 24th December.	Freight.
AMBRIA.....	HAVRE and HAMBURG.	About 24th December.	Freight.
Bumester.....	(LONDON with transshipment in HAMBURG)	December.	Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co., Agents.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, HONOLULU and SAN FRANCISCO, THE UNITED STATES, MEXICO, CENTRAL and SOUTH AMERICA, &c.

Lady Joyce.....3.091 about Nov. 20

Strathgyle.....5.023 about Dec. 15

Carlisle City.....3.002 about Dec. 31

THE Steamship

"LADY JOICEY,"

will be despatched for SAN DIEGO VIA NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about MONDAY, the 20th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 1st November, 1899. [1330]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

*Alcoa (via Moji, Kobe, Yokohama & Honolulu) Tuesday, 21st Nov., at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 16th Dec., at Noon.

(* Taking Cargo only.)

THE Chartered Steamship

"ALGOA,"

will be despatched for SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA & HONOLULU, on TUESDAY, the 21st November, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

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A PREDICTION ON THE DURATION OF THE WAR.

Important light is thrown upon the Transvaal situation by a frank statement by Sir Walter P. Pearce, Agent General for Natal in London, who fought against the Boers in former years. He said (about the close of September): "The attitude of the Orange Free State means its inevitable acquisition by Great Britain. Peace in South Africa can only be accomplished by war. In my opinion a war would not last more than two months. In order to make pacification effective Great Britain must assume absolute control over the whole of South Africa. So far as the position of Natal is concerned, all this talk about poor, undefended Natal is nonsense. There will be little or no fighting in Natal, if it comes to a war, and I fear that no such issue is now possible. What do you think 10,000 British troops would be doing while this much-talked-of Boer raid was in progress? Our railways are in good working order, and our troops can be transported quickly. The bad weather conditions have been magnified. A campaign could be carried on now just as well as in any other season. Two months from the day Sir Redvers Buller lands the fighting will be over. If the Free State had been loyal, fighting would not have lasted fourteen days. It is the likeliest thing in the world, however, that the Free State will be foolish enough to take a hostile attitude and that means her addition to British possessions. The Free State would always have been a disturbing factor in the quiet of South Africa. Great Britain has the power to work out ultimate peace. It remains to be seen whether she has the spirit. Upon the conclusion of war, which must be unflinching in order to be effective, British control must be absolute over all South Africa, in Cape Colony, Natal, and other sections. Half measure would only prolong unrest and produce more disturbances. I have known the Boers as well as any man. I have lived among them and I have fought them. To exist peacefully so close to them is an utter impossibility. Negotiations are well enough in their way, but British control of the Transvaal must come eventually. For years the Boers have been crying, 'Throw the Uitlander into the sea, and 'Out with him.' Possibly they are not so virile as during the last war, but there is little difference. My idea is that if the Boers were caught in the open once or twice the thing would be ended. They never have stood in the open and if war comes now they will have to do more than stay in the hills. This is not optimistic twaddle, but an opinion based upon my experience in campaigns against the Boers. I have not the slightest fears for the safety of my colony or its towns. It is possible that a few Boer incursions might get a few miles into Natal, but no further, and must be remembered that many of those living on the edge of the Natal border are themselves Boers."

[Events have since proved Sir Walter's faith in the safety of Natal to be anything but well founded.—Ed., H.K.T.]

THE REAL BOERS AT HOME.

It is a mistake to take Paul Kruger and his surrounding politicians as types of the Boer. Also it is a mistake to take the dweller in the towns as typical. To unearth the real Boer one must seek the wide and solitary veldt, the hidden valleys, the distant hills, and there, on his farm, draw him out and study him. Your true Boer despises the town. He is essentially an agriculturist, and a hunter. Up to 1862 he never saw a railroad in his country, and he was bitterly opposed to its coming. He argues that the railroad will drive away his game, and without anything to shoot at, life will not be worth living. He is extremely conservative, and with strangers brusque and taciturn, but if he finds you are harmless he can be very hospitable. He does not drink deep. He is religious, with a gloomy, stern religion. Like all people whose belief in the Bible is of a more uncompromising kind, he is more or less superstitious. He is moral. He does not believe in divorce laws. He marries early in life, and is convinced the highest blessing is an abundance of children. He is sturdy built as a rule, thanks to his way of life, which is the same as that of his father and his ancestors for many generations—an open air life, with lots of beef and cabbage and milk. He is a good horseman, and a remarkable marksman. He understands that the man who can shoot straight and without excitement makes, nowadays, the best soldier. He fears God and loves his country, but can not understand the need of a gathering. He is, in fact, the backbone of the last century in the United States, come to life again in Africa.

At the first hint of gray in the eastern sky, at the first crow of the cock, the farm household is up and stirring, and breakfast, with the usual strong coffee the Boer loves, is over by the time the sun rises. The men are out and about at once, looking after just the same chores as on an American farm in the west, save those who are off to replenish the larder by shooting a springbok or a hartbeest or some such species of deer. The women have plenty of work about the house. The genuine old Boer farm furnishes itself every necessary to its occupants. The furniture is often made by the farmer, or he has great, unwieldy, carved chests and bureaus which have come to him from his ancestors. He can make his own shoes. His women dress and weave his own sheep's wool, and make their own clothes from it. All he really has to buy is farming implements, and of these he prefers the primitive sort, though enterprising agents have introduced such things as mowing and other machinery.

During the day he works leisurely, content to make a living out of the ground. He has been seen sitting in his wagon for hours watching an enterprising, hustling Uitlander with wonder as the foreigner worked continuously with all kinds of new-fangled machines, producing far more from the earth than his wants required, because he wished to market the surplus and make money. He has been seen thus shaking his head in pity and not unmingled with contempt at such folly, for the Boer is not a money-maker. He does not want a bank account. So he drives his slowmoving ox wagon away on the hot and dusty track, meditating on the want of faith these Uitlanders have, who can not trust the future to God and be content with to-day.

It is not, however, all peace. At the American backwoodsman was continually on his guard against Indians, so the Boer is ever ready to take the field against a Kaffir tribe or the British. Then the plough and the hoe are laid aside, and the rifle is cleaned carefully, but not now for a pleasant hunt after game. The call to arms is simple and mobilization is primitive. It amounts to little more than the Boer or General Joubert were to shout at the top of his voice, "All right, the whole country could hear him!" All hands on deck for action! At the war cry the patriots know they have been "convinced." There is no quibbling about volunteering, or enlisting, or drilling. Except the women, the very old and the very young, everybody responds, even the boys of thirteen and fourteen—but the average Boer boy is a pretty stout and healthy lad, and has been taught to shoot since he was ten. Each man takes his horse and his rifle

and proceeds to the rendezvous of his district. The patriots are with them, and with prayer and praise the farmer-soldiers march out to defend their country.—New York Sun.

FOREIGN VIEWS OF THE FILIPINO WAR.

Despite our increased armaments, the press of other countries begin to express doubts that we shall be able to impose our will upon the Filipinos, and our efforts this winter will be closely watched.

According to all reports published in Europe the Filipinos are more willing than over to fight for their freedom. The correspondent of the *Höfnische Zeitung* declares that the American troops are never safe from attack, although the Filipino forces are not yet in such a condition that it would be wise for them to risk a pitched battle. In Cebu and Negros the independence party has the upper hand, although according to the same paper, the Americans, to pacify the latter island, summarily shot forty-three natives supposed to sympathize with the independence movement. Another correspondent writes that no decent Filipino will accept of force under the Americans. Everywhere throughout the group there are state assemblies which side with Aguinaldo, and regents appointed by the Americans must be protected with American bayonets. One British colonial paper of undoubted loyalty to the English-speaking race, *The Friend of India*, Calcutta, expresses the opinion that the world does not benefit by being subjected to the rule of these nations. It says:

"Englishmen and Americans are probably, in the main, neither better nor worse than Frenchmen or Germans, but they have a greater desire to appear better, and therefore they defend their conduct with arguments which in the eyes of foreigners seem pure hypocrisy. As Englishmen who know what empire means, we cannot hope that the American people will abandon the attempt to reduce the Filipinos to direct submission to American rule. It is a short-sighted view which fosters the belief that all the world would be better for the adoption of the particular form of civilization which commends itself to the Anglo-Saxon race. In many obvious respects that civilization is most unlovely."

The same writer describes the life of the masses here and in Great Britain, and adds:

"To reduce the whole of the world to their domination would be to strike a blow at real progress from which humanity would never recover. It is in the variety of types that the possibility of progress lies, and those of us who realize that, in spite of protests and in spite of opposition, the Anglo-Saxon race will continue to enlarge its dominion are only anxious that this dominion, which the pride of race compels shall be reduced, wherever possible, to the merest shadow of sovereignty. The true burden of the Anglo-Saxon race is to keep the peace of the world. And that burden is one that can be lightly borne, if only we determine to reject all idea of imposing upon other peoples our customs, our creeds, our ideals."

The presence of a considerable number of people in the United States who oppose the attempt to subjugate the Philippines is duly noticed abroad. An article in the *New York Nation* has been translated into several languages, and the following sentence, with which the article closes, has been much quoted: "Even if the last town of the Philippines has been given to the flames and the last native been shot in his mountain fastness or swamp, it is not the Filipinos, who will be the losers." The Berlin *Tageblatt* thinks the assertion that only one tribe, the Tagals, opposes the Americans "very complimentary to the Tagals."

The general tone of the papers commenting upon the matter is to the effect that the American people should at least come out openly with the assertion that their aim is conquest pure and simple. *The West*, Toronto, says: "What is especially irritating in President McKinley's is his illness. He has given a good many of the Filipinos peace, at all events, if not charity, the peace of the grave, and is preparing to give it to as many more of them as decline to participate in well-being under the Stars and Stripes; in other words, to become the serfs of his Government, to preferring freedom and the possession of the land which is their own. There is even relief in turning from the sanctimony of the President to the frankness of *The Globe-Democrat*, which hopes that the bloody little war and despot Aguinaldo, will be driven into the sea, or given the sovereignty of six feet of soil in Luzon." *The Globe-Democrat* always denounces Aguinaldo as a rebel. Washington was really a rebel. He was in arms against a government the legitimacy of which he had never denied, and could not possibly deny. Suppose that at the end of the Revolutionary War France had bought the colonies of Great Britain, and on their declining to be handed over, had proceeded to shoot down as rebels, those with whom she had been acting as allies. That case would not have differed from the present, saving in the relative strength of the parties concerned, which, except in the eyes of buccannery, does not affect justice."

Dr. Barth, the editor of the Berlin *Nation*, believes that ignorance is largely responsible for jingoism. He says:

"Narrow views with regard to nationality, caused by the ignorance of the people and fostered by the sensational press, is at the bottom of it all. Our political life would be much improved, were it not that the sort of phrase-maker can always obtain influence by appealing to national prejudice. That morality should cause us to be just to other nationalities is hardly followed in theory. In practice, the barbarous rule is followed, that injustice to another people is a virtue."

In answering the question. Who was responsible for the beginning of hostilities between the American and Filipino troops at Manila? foreign writers are nearly as unanimous against the United States as they are in condemning France for the Dreyfus case. Every correspondent, every traveller, who has endeavored to probe the matter is convinced that the Americans wantonly provoked a fight. At any rate, they declare, the Americans were ready and waiting for the officers and men were at their posts within a few minutes, while the Filipinos were taken by surprise and many of their officers and men were taken prisoners on that account. From a long letter by Jean Hess, the correspondent of the Paris *Figaro*, we condense as follows:

"These Filipinos are not the brutes or savages which they are made out to be by the Americans, and their courage knows no bounds. They know that, for their independence, blood must be spilled, and they are ready to sacrifice. They reckon on the time when, after the Tagal mothers will have been overcome, the Tagal mothers will raise a new generation of fighters. Only by destroying the race can the idea of independence be eradicated. Some Americans tell me that it is really their intention to wipe out the Filipinos altogether. Can they do it? There are some ten millions of them."

The *Postische Zeitung*, Berlin, is informed that in Manila "taxes are higher, security of life and property less, and business worse than under Spanish rule."—*Literary Digest*.

A MINER STUMBLES ON WEALTH.

In an interesting article on "Fortunes Found in Strange Places," which appears in the October number of *The New Penny Magazine*, the author tells many quaint stories. Here is one:—A miner in New California broke casually into a great cave, and just inside was a shelf of rock. Upon it, to his amazement, stood a stout iron-bound sailor's chest. Confident that he was in presence of important treasure trove, he was soon at work with his pickaxe at the fastenings of the box. It was a stiff bit of labour, but at last the lid crashed off, and the man's eyes were delighted by the sight of a large quantity of gold in a strange old coinage. He kept his secret close, and got the money to New Orleans, where he managed a deal. The treasure was Spanish, and it was believed, had been placed in the cave for secrecy at the time of the Don's wild and far-reaching adventures. Then, during centuries earth deposits had formed over its hiding-place, until an impetuous immigrant miner struck his tool through, and, in a fashion he did not expect, stumbled on wealth.

THE MALARIAL MOSQUITO.

Advice has been received at Liverpool from the Malaria Investigation Expedition to West Africa that the members of the Liverpool Commission, with the assistance of the colonial medical staff and others, have now started the operation of hunting for the anopheles (malaria mosquito) grub in water. This is a tedious but most important task, and necessitates a very careful inspection of all the ground in Freetown. So far these grubs have only been found in a shallow puddle and two tubs of stagnant water, but it is hoped that the minute inspection that, during the expedition, the ground will have satisfactory results. Dr. van Neck, the official delegate of the Belgian Government, who started from Antwerp after his English members had sailed, has now joined the expedition. In view of the importance of completing the expedition's researches, instructions have been cabled to Major Ross to use his own discretion as regards the date of his return. It is hoped that this extension of time will enable the commission to complete its labours satisfactorily.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Arndt, J.	Mansfield, Miss M.
Alm, Mrs. E.	Mohamed, Ahsain
Allsopp, G. F. E.	McGillivray, D.
Attias, Miss M.	Marthens, A.
Abbas, J.	Noses, H. E. H.
Blake, R. E.	McLean, Grace H.
Branch, Capt.	Nathan, N. F.
Bona, Jasim.	Omar, P. L.
Barnett, A.	Orient Trading Co.
Bachmann, Mrs. E.	Parker, F. D.
Bark, F. W.	Paul, W. E.
Beek & Co., A.	Poincili, C. H.
Burns, Miss L.	Panton, Capt. J.
Brooks, J. S.	Petschak, M.
Bingham, J. E.	Porusse, L. L.
Brooke, F. N.	Panoch, T.
Bryan, J.	Prann, F.
Corrad, Mons.	Pasano, Mrs. T.
Clark, Miss M.	Partridge, C.
Crawford, T. C.	Piemonte, T. F.
Clark, Mrs. A.	Rhodes, F.
Cohen, M. C.	Robinson, Mr.
Cooper, Rev. A. W.	Rosa, Mr. de
Dunleavy, F. J.	Rottenberg, K.
Duncan, Mrs. J. A.	Reynolds, R.
Durocher, Mons.	Reyes, C.
Debaux, R.	Robertson, C.
Dadno, Mons.	Sprague, Dr. F. F.
Dunkin, Mrs.	Stauders, Fred.
Dubbers, A.	Stier, E.
Eidelstein, P.	Schoenfelder, H.
Edwards, M.	Saidman, A.
Figueras, Mrs. A. F.	Schoenfelder, E.
Fullam, Dr. W. A.	Sparrall, Miss A.
Fassitt, Hon. J. S.	Snyder, Mrs. T. G.
Tersich, O.	Simson, Mrs. A. J.
Francis, M.	Spencer, C. N.
Gooch, F. V.	Stamwood, E. E.
Graham, Miss L.	Stephens, T. H.
Goldman, A.	Saleskaia, Mrs. R.
Guerra, J.	Saldanha, D. C.
Graham, Miss M.	Shierson, P. L.
Glover, R.	Stanley, J. W.
Hutchinson, Mrs. F.	Thomson, R.
Hofstad, L.	Townsend, A. M.
Harding, W. A.	Tross, M. P.
Hart, Miss M.	Taylor, Miss C.
Hpland, Capt. M.	Tata, F. H.
Jeffries, J. J.	Taber, Miss H.
Jones, J.	Trois-Breilart, Mons. de
Kow Lee, Mr.	Toy, W. B.
Kirby, W. H. G. M.	Vochel, R.
Knight, A. E.	Whitman, H.
Liberge, Mme. C.	Whitman, W. R.
Lobo, D. C.	Woods, E. de W.
Lee Fung, M.	Ward, Capt. H. D. O.
Loyd, G. R.	Willoughby, Capt. J. T.
Lock, H. S.	Walker, H.
Lambe, W. P.	Wilckens, H.
Lawson, H. L. W.	Wiener, Mrs.
Li Shin Chuen.	Weismann, B.
Morris, W. R.	Watson, E. R.
Mohr, E. W.	Walter, E.
Mehajenije & Co.	White, J. B.
Müller, O.	White, S. S.
Mure, R.	Whitman, W. R.
Marti, A. B.	Williamson, R.
Meimann, H.	Young, G. W.
Mamedine, E.	Zaliskia, Mrs. R.

Unclaimed Letters for Merchant Ships.

Acacia, s.s.	Kong Pak
Brodick Castle	Lady Joyce, s.s.
Claiborne, ship	Marin, s.s.
Craigdale, s.s.	Moglia, s.s.
Dumbarton, ship	Pegasus, ship
Dalmeida, s.s.	Reinver, ship
Friesland, s.s.	Retriever, s.s.
Falls of Keltie, s.s.	Shrewbury
Garonne	Vale of Doon, ship
Hopington, s.s.	Valkyrien, bark
Haitien	Velocity
Joe Seagers	Weser
Japan, s.s.	

Dead Letters.

Baptista, M. H.	H.M. Naval Yard.
Breiting, H.	Singapore.
Clifton, Miss G.	Manila.
Falkirk, J.	Manila.
Gilmore, Miss I.	Melbourne.
Manley, J.	Berlin.
McDonald, Mrs. G.	Hongkong.
Scott, J. O.	Canterbury, N.Z.
Shidone, R.	Manila.
Viram Singh.	Thaipan.
Williams, Mrs.	Manila.
Watson, Dr. G.	Melbourne.

The above letters have been returned from various places at which the addressees cannot be found, or have been refused. If not claimed within ten days, they will be opened and returned to the writers.

"And was your speech a success?" Well, when I sat down they said it was the best thing I had ever done."

Shipping.

STEAMERS.

WEST RIVER SERVICE.

THE New River Steamers

"SAMSHUI" & "WUCHOW," will be despatched alternately from Messrs. DOUGLAS LAPRAIK & CO.'S WHARF, at 5 P.M., on MONDAYS, WEDNESDAYS and FRIDAYS for WUCHOW, calling at KONGMOON, KANCHUCK, SAMSHUI, SHUHING and TAKING.

Both Vessels have Superior Accommodation for Saloon Passengers. Fares, including Sleeping Berth and Meals. HONGKONG TO SAMSHUI. Single Fare, \$10.00. Return Fare, 17.50. HONGKONG TO WUCHOW. Single Fare, \$20.00. Return Fare, 35.00.

The Attention of Passengers is drawn to the Magnificent Scenery on the West River. Arrangements can be made for the Steamers to stop at SHUI HING to enable Passengers to visit the celebrated "MARBLE ROCKS" and "CAVES."

For further information, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 16th October, 1899. [13074]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"TAMSHI MARU," Captain K. S. Yamada, will be despatched for the above ports, on SUNDAY, the 5th November, at Daylight.

For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents. Hongkong, 30th October, 1899. [13132]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING," Captain S. B. Nelson, will be despatched for the above ports, on SUNDAY, the 5th November, at Daylight.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents. Hongkong, 31st October, 1899. [13602]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"YUENSANG," Captain P. H. Rolfe, R.N.R., will be despatched as above on MONDAY, the 6th instant, at 4 P.M.

This Steamer has Superior Accommodation for First Class Passengers.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers. Hongkong, 1st November, 1899. [13662]

"BEN" LINE OF STEAMERS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"BENEDI," Captain Farquhar, will be despatched as above on TUESDAY, the 7th November.

For Freight, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 26th October, 1899. [13532]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, FIUME AND TRIESTE.

(Taking Cargo at through rates to South Africa, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT AND ADRIATIC PORTS.)

THE Company's Steamship

"POSEIDON," Captain A. Leva, will be despatched as above on WEDNESDAY, the 8th November.

Stops and call at Aden, Suez, Port Said, and Trieste.

For information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents. Hongkong, 31st October, 1899. [13672]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"HECTOR," Captain Barr, will be despatched as above on TUESDAY, the 14th November.

For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 9th October, 1899. [12832]

SHEWAN TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"MOYUNE," Captain Conrad, will be despatched for the above port, on WEDNESDAY, the 15th November, in the Afternoon.

For Freight or Passage, apply to SHEWAN, TOMES & Co., Agents. Hongkong, 23rd October, 1899. [13182]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ST. JEROME," will be despatched for the above port on or about the 15th instant and will be followed by S.S. "AFGHANISTAN."

For Freight, apply to DODWELL & CO., LIMITED, Agents. Hongkong, 1st November, 1899. [13452]

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"GLENSHIEL," will be despatched as above on MONDAY, the 20th November.

For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents. Hongkong, 23rd October, 1899. [13552]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"MACHAON," will be despatched as above on TUESDAY, the 28th November.

For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 31st October, 1899. [13332]

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING," Captain Hodgins, will be despatched for the above ports, TO-MORROW, the 3rd instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers. Hongkong, 2nd November, 1899. [13712]

FOR MANILA AND CEBU.

(Taking Cargo at through Rates for ILILOILO.)

THE Steamship

"VENUS," Captain D. Imas, will be despatched as above TO-MORROW, the 3rd instant, at Noon.

For Freight or Passage, apply to BRAN DAO & Co., Agents. Hongkong, 2nd November, 1899. [13612]

Consignees.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship "COPIE."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN, Agent. Hongkong, 28th October, 1899. [13612]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BENGAL," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns at Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

From London, &c., ex S.S. *Britannia*.

From Italy, ex S.S. *Thames*.

From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the

Intimations.

NOTICE.

NIGHT SCHOOL FOR EUROPEANS, by an
EX-SCHOOLMASTER.
Terms moderate, for Particulars apply
c/o This Office.

Hongkong, 18th August, 1899. [1048a]

THE CHINA & JAPAN TELEPHONE
COMPANY, LIMITED.

HONGKONG EXCHANGE,
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of
more than average length.

ELECTRIC SUPPLIES OF EVERY DES-
CRPTION IN STOCK.

INCLUDING—

BATTERIES,

CHEMICALS,

INSULATORS,

ELECTRIC BELLS,

LIGHTNING CONDUCTORS,

SWITCHES,

TELEPHONES,

WIRE, &c., &c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,
Erected and kept in order.

Estimates given for all kinds of Electrical
work.

Trained Mechanics sent to Out-Ports to fit
up Installations if required.

NOTE ADDRESS—13, PRAYA CENTRAL.

For full particulars &c., &c.,
Apply to—

W. STUART HARRISON,

Manager.

Hongkong, 18th January, 1898. [135]

GRIMALDY'S SYRUP

HYPO-PHOSPHITE OF LIME

FOR DISEASES OF THE CHEST.

All suffering from Catarrh, Con-
sumption, Obstructive Coughs or
Colds and those affected with diseases
of the Chest, Lungs and Bronchial
Tubes, should take

GRIMALDY'S SYRUP OF HYPO-PHOSPHITE OF LIME.

Prescribed by the leading medical au-
thorities in all countries for the last twenty-
five years with the greatest success, it
continues to retain its reputation where
all other medicines have failed.

Grimaldy's Syrup immediately arrests
the Cough, Spitting of blood and Night-
sweats, and the Appetite improves rap-
idly—a fact soon demonstrated by an in-
crease of weight and healthy appearance.

Grimaldy's Syrup has a rose colour,
and is sold in flat oval bottles. Beware
of imitations.

GRIMALDY & Co, Paris. Sold by all Chemists.

The Share Market.

LATEST QUOTATIONS.

(November 2nd.)

Banks.

Hongkong and Shanghai Banking Corporation
—340 per cent. prem., Bankers.

The Bank of China & Japan, Ltd.—(Preference)
—nominal.

The Bank of China & Japan, Ltd.—(Ordinary)
—41 buyers.

The Bank of China & Japan, Ltd.—(Deferred)
—45 buyers.

National Bank of China, Ltd.—\$30.

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